

In re Application of: Asaf TAMIR
Serial No.: 10/563,703
Filed: July 21, 2006
Notice of Allowance Mailing Date: May 21, 2010

Examiner: Julie Bichngoc LIEU
Group Art Unit: 2612
Attorney Docket: 38104
Confirmation No.: 1223

In the Claims:

1. (Currently Amended) A method of evaluating the driving behavior in a vehicle, comprising:

determining values of a plurality of parameters of the operation of a first vehicle in a first road segment;

determining values of the plurality of parameters for one or more second vehicles in one or more second road segments having similar properties to those of the first road segment;

comparing the determined values of the first vehicle and the one or more second vehicles; and

providing an evaluation of the driving behavior of the first vehicle, responsive to the comparison,

wherein the one or more second road segments include road segments different than the first road segment.

2. (Original) A method according to claim 1, wherein the plurality of parameters includes at least one parameter which relates to braking or decelerating of the first vehicle before a road point requiring deceleration.

3. (Original) A method according to claim 1, wherein the plurality of parameters includes at least one parameter which relates to a time or distance before a road point requiring deceleration at which the first vehicle began to decelerate.

4. (Original) A method according to claim 1, wherein the plurality of parameters includes at least one parameter related to behavior at a road curve.

5. (Original) A method according to claim 1, comprising generating warnings to a driver of the first vehicle responsive to the evaluation.

6. (Original) A method according to claim 1, comprising calculating insurance rates for the first vehicle responsive to the evaluation.

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7. (Original) A method according to claim 1, comprising providing a report to a fleet manager responsive to the evaluation.

8. (Original) A method according to claim 1, comprising providing a report to a parent of the driver responsive to the evaluation.

9. (Original) A method according to claim 1, wherein the plurality of vehicles comprise at least 10 second vehicles.

10. (Currently Amended) A method according to claim 1, wherein the one or more second road segments comprises the first road segment.

11. (Currently Amended) A method according to claim 1, wherein the one or more second road segments are all~~is~~ different from the first road segment.

12. (Original) A method according to claim 1, wherein determining values of the plurality of parameters for the one or more second vehicles comprises determining at a different time from the determining of the parameters for the first vehicle.

13. (Original) A method according to claim 1, wherein the one or more second vehicles comprises a plurality of vehicles.

14. (Original) A method according to claim 13, wherein comparing the determined values of the first vehicle and the plurality of second vehicles comprises comparing the values of the first vehicle to a statistical analysis of values of the plurality of second vehicles.

15. (Original) A method according to claim 13, wherein comparing the determined values of the first vehicle and the plurality of second vehicles comprises

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comparing in a manner which gives different weight to different ones of the second vehicles.

16. (Original) A method according to claim 15, wherein comparing the determined values of the first vehicle and the plurality of second vehicles comprises comparing in a manner which gives more weight to second vehicles having a specific safety rating.

17. (Original) A method according to claim 15, wherein comparing the determined values of the first vehicle and the plurality of second vehicles comprises comparing data determined under similar weather, light or time conditions.

18. (Currently Amended) A method of evaluating the driving behavior in a vehicle, comprising:

receiving sensor readings on the operation of a first vehicle in a first road segment;

determining structural information on the first road segment; and

analyzing a behavior of the first vehicle responsive to the sensor readings and the structural information, by comparing to behavior of one or more vehicles under similar circumstances in one or more second road segments,

wherein the one or more second road segments include road segments different than the first road segment.

19. (Original) A method according to claim 18, comprising generating warnings to a driver of the first vehicle responsive to the analyzing.

20. (Original) A method according to claim 18, comprising calculating insurance rates for the first vehicle responsive to the analyzing.

21. (Original) A method according to claim 18, comprising generating a driving behavior report for a driver of the vehicle responsive to the analyzing.

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22. (Original) A method according to claim 18, wherein receiving sensor readings comprises receiving from an accelerometer.

23. (Original) A method according to claim 18, wherein receiving sensor readings comprises receiving from a location sensor.

24. (Original) A method according to claim 18, wherein determining structural information comprises determining a slope of the first road segment.

25. (Original) A method according to claim 18, wherein determining structural information comprises determining a location of a curve or an intersection.

26. (Original) A method according to claim 18, wherein determining structural information comprises determining a parameter of a curve or an intersection.

27. (Original) A method according to claim 18, wherein comparing to behavior of one or more vehicles under similar conditions comprises comparing to acts of the first vehicle at a different time.

28. (Original) A method according to claim 18, wherein comparing to behavior of one or more vehicles under similar conditions comprises comparing to acts of the vehicles other than the first vehicle.

29. (Original) A method according to claim 18, wherein comparing to behavior of one or more vehicles under similar conditions comprises comparing to acts performed at different times than represented by the sensor readings.

30-130. (Cancelled)